

COUNTRY East. Germany 25X1 REPORT NO. 25X1
 TOPIC Parchim Airfield
 EVALUATION 25X1 PLACE OBTAINED 25X1
 DATE OF CONTENT 3 June to 10 July 1953
 DATE OBTAINED 10 August 1953
 REFERENCES 25X1
 PAGES 2 ENCLOSURES (NO. & TYPE)
 REMARKS

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1. In early July 1953, construction work on the runway at Parchim airfield was in full swing. Prior to 10 July, about 15 percent of the entire runway had been completed. The construction plans for the taxiway and the two connecting lanes were completed in early July. Therefore, construction work on these projects was scheduled to begin soon. The available taxiway, which was 11 to 15 meters wide, and considerably damaged, was therefore not serviceable for jet aircraft. It was to be reinforced with concrete of about 14 cm and widened to a total width of 18 meters by the construction of 20-cm-thick concrete strips. It was planned to use 330 kilograms of cement for each cubic meter of concrete on the taxiway. Connecting lanes, which were to branch off from the runway at points 500 and 2,020 meters respectively from the western end, were also planned to be constructed to a width of 18 meters and the concrete was to be 20 cm thick. They were to connect the runway and taxiway in curves approximately 50 meters in diameter. Originally, the Bauunion planned to construct these lanes with a concave cross section with the sides to be 9 cm deeper than the middle section. However, Lieutenant Colonel Kuznetsov (fnu) of the Soviet construction staff in Werder objected to this plan and ordered that the slope was to be one-sided, utilizing the terrain features to the best possible advantage. 1
2. The project of 40 shrapnelproof aircraft revetments was modified in June 1953. Only 10 revetments were to be constructed along the southeastern side of the field and the two easternmost revetments of the group were to be built at the northeastern corner of the field. Only concreting work remained to be completed on the other 28.
3. The fuel containers at the underground fuel dump were originally scheduled to be installed 2.7 meters underground. This work, however, was stopped when ground water was found only 1.7 meters from the surface. 12
the containers would be installed higher up.
4. On 17 June, the airfield was encircled by Soviet troops equipped with AT guns, mortars and light artillery. The personnel of the Bauunion Spree, who were known for their opposition to the regime and often had quarrels with the VP, did not interrupt work at the field.

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5. Prior to 1 July, about 1.6 million eastmarks were expended for construction work at the field. The Soviet superintendent at the field, Berezovchuk (fnu), was promoted to cap tain in early July 1953.

25X1 [] Comment. Parchim airfield has a runway, 2,500 meters long . It was repaired in 1949. Prior to August 1952, the field was occupied by a fighter regiment which, presently, is stationed at Cottbus airfield training VFL pilots. Large-scale construction work is under way at Parchim airfield.

25X1 [] Comment. The new fuel dump is to consist of 20 fuel containers , each with a holding capacity of 23 cubic meters. An old and intact fuel dump with a capacity of about 400 cubic meters exists at the field.

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